Chicago Safe Routes to High School (SRHS)

CHICAGO DEPARTMENT OF TRANSPORTATION

Kelly High School
Recommended Improvements

March 18, 2014

Presentation Outline

- Goals
- Related Programs
- Project Location/Area
- Existing Conditions
- Improvement Types
- Proposed Plan
- Project Schedule
- Next Steps

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Chicago Safe Routes to High School

Goals

- Promote walking and biking to school
- Increase safety for school children
- Raise safety awareness among drivers
- Improve pedestrian, bicycle and traffic designs
- Decrease vehicular speed
- Engage the community in support of pedestrian safety
- Use engineering, education, and enforcement

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Related Programs

- CDOT
  - Chicago Pedestrian Plan
  - Chicago Streets for Cycling
  - Chicago Forward Agenda
  - Complete Streets Design Guidelines
  - Child Safety Zones
  - Walk to Transit
  - Aldermanic Menu Program
  - Sidewalk-RCMA Program - ADA ramps
  - Traffic Signal Program
  - Arterial Street Resurfacing
  - Streetscapes
- IDOT
  - Congest Mitigation and Air Quality (CMAQ) Improvement Funding

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Streets for Cycling 2020

Legend

Neighborhood Bike Route (310 Miles)

Shorter routes that utilize neighborhood streets to connect Crosstown Bikeways and provide access to local destinations, such as parks, schools, transit, and neighborhood retail, as well as residential areas. Many of these streets are already conducive to bicycling so the amount of new infrastructure required will vary from block to block.

Crosstown Bike Route (275 Miles)

Long, continuous routes on commercial streets that connect neighborhoods, major destinations and local bikeways. The majority of the protected bike lanes in Chicago will be located along Crosstown Bike Routes.

Spoke Route (60 Miles)

Chicago's most direct routes in and out of the downtown area for bicyclists. These streets will be reimagined over the next eight years to provide bicyclists with the safest, quickest and most comfortable accommodations possible.

Existing Bike Lane or Marked Shared Lane

Existing Off-Street Trail

Proposed Off-Street Trail

Open Space/Cemetery

College Campus/School Grounds

The City of Chicago does not maintain jurisdiction over several streets identified in this plan.
All locations are subject to change until final review and approval from the Illinois Department of Transportation and the Cook County Highway Department.

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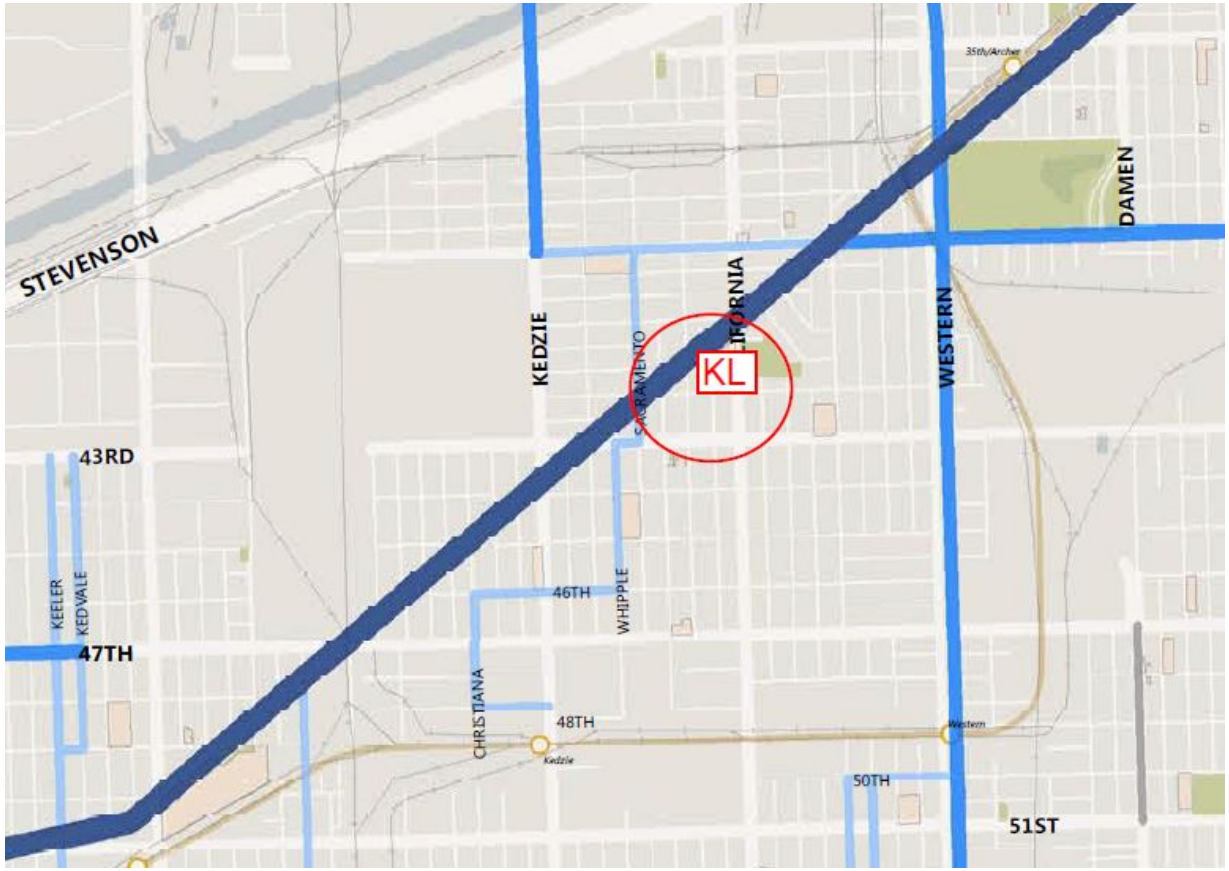
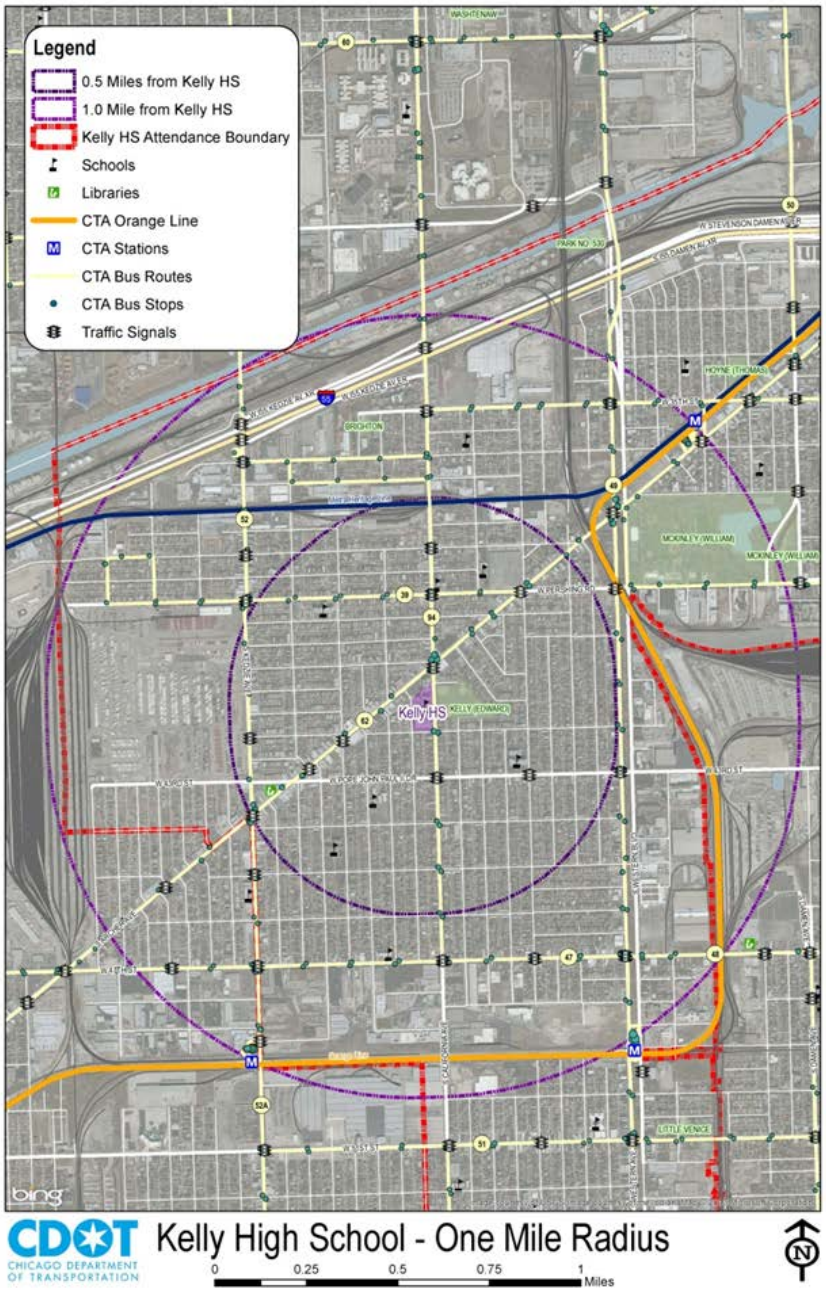


Project Area

- Evaluated at ½ mile distance for pedestrian walking considerations
- Evaluated at 1 mile distance for biking considerations
- Try to improve safety especially on Arterial and Collector Streets



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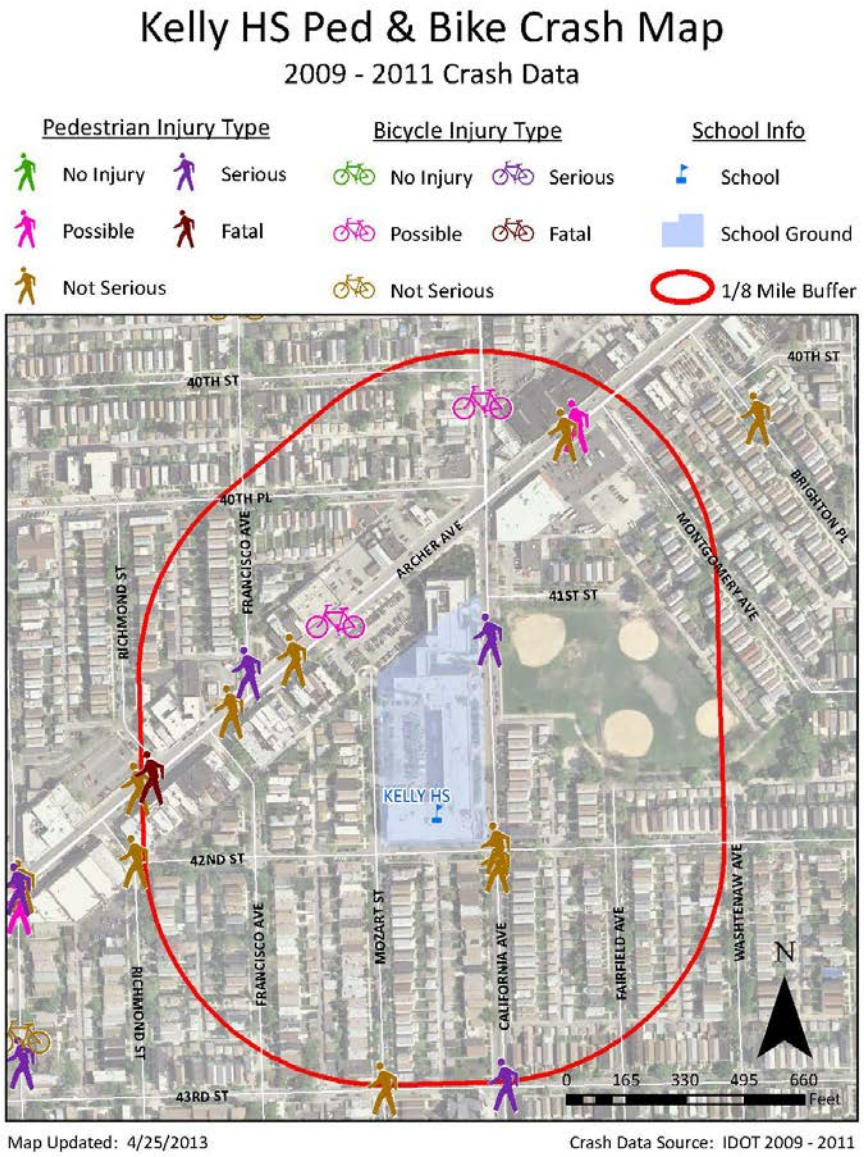
Background Selection

- 10 high schools and elementary schools selected around the city.
- The area around Kelly had a higher frequency of pedestrian and bicycle crashes than areas around comparable schools.
- School administrators expressed an interest in participating in the program.



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Existing Conditions

Improvement Types

Pedestrian Realm:

- Crosswalk improvements
- Parkway Trees - Separate Pedestrians from Traffic
- Sidewalk Improvements
- Bicycle Racks
- ADA Ramps (at selected locations)

Traffic Realm:

- Pedestrian Crossing Safety
- Driver Speed Feedback Signs
- Traffic Signal Improvements
  - Count-Down Pedestrian Heads
- Improved Signage
- Designated Drop-off Area
- Updated Pavement Markings

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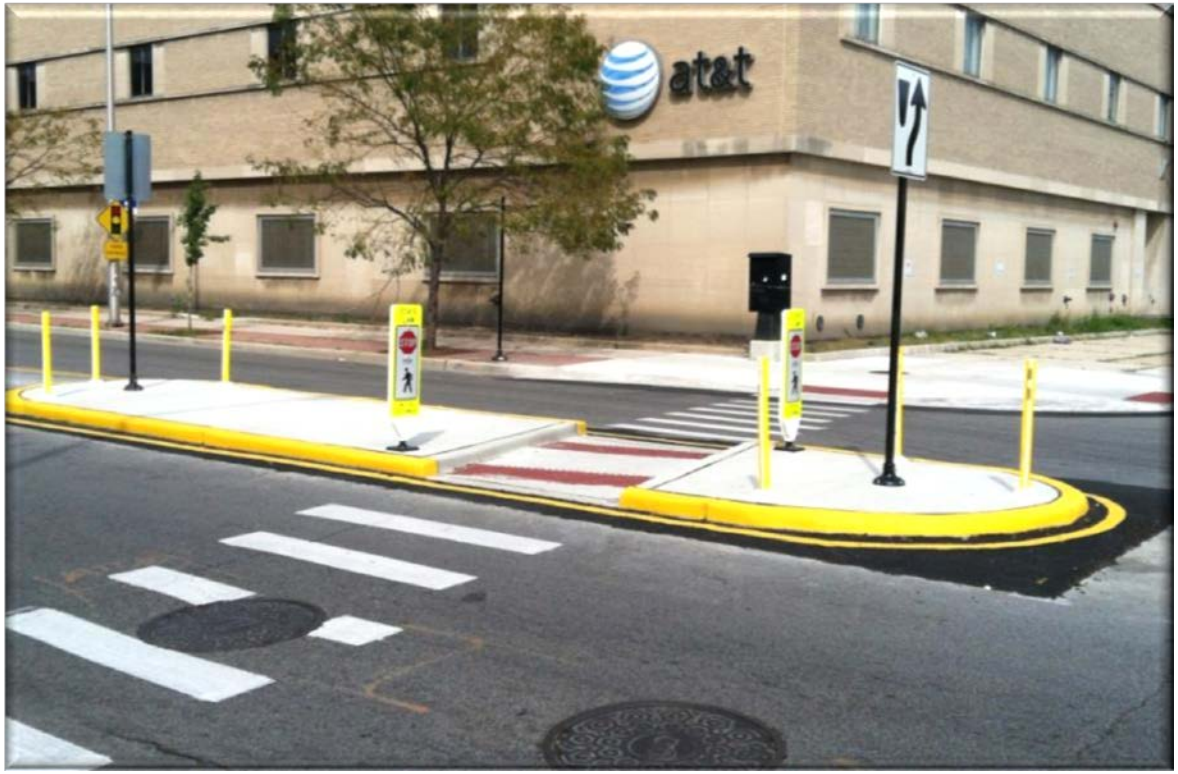
Pedestrian Crossing Safety

Pedestrian Refuge Island

- Archer Ave between Francisco and Richmond
- California between 41st and 42nd St



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Driver Speed Feedback Signs

Along California between Archer and 42nd St.

- Define Enforcement Zone
- Reduce Speeds around School
- Immediate Awareness
- Data Records

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Traffic Signal Improvements

At 42nd and California, Archer and Sacramento

- Countdown Signals
  - 25% Injury Crash Reduction Factor
  - Discourages crossing without time for safe crossing.

Crosswalk Improvements

Typical crosswalk

High Visibility crosswalk

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Parkway Trees

New Plantings:

- Archer Ave south parkway between California and Francisco

Replacement Plantings and Standard Tree Grates:

- California west parkway between Archer and 42nd St

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Improved Signage

S1-1

W16-9P

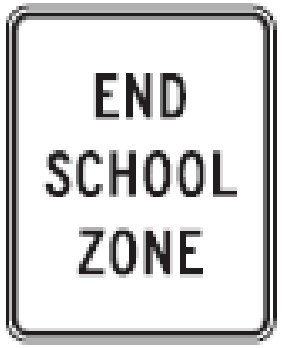
S1-1

W16-7P

School Speed Limit Assembly

S4-3P

R2-1



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Designated Drop-off Areas

R7-2

R7-6

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Pavement Markings

- Define Crosswalks and Stop Bars
- Increase Visibility
- Identify Enforcement Zone
- Reduce Parking Confusion
- Mark “Safety Zone”
- Encourage motorist to slow and watch for children.

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Bicycle Racks

Typical Bike Rack

Proposed installations include:
- 1 new pad of racks on east side of building along California
- 1 new pad of racks on west side of building by parking lot

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ADA Ramps

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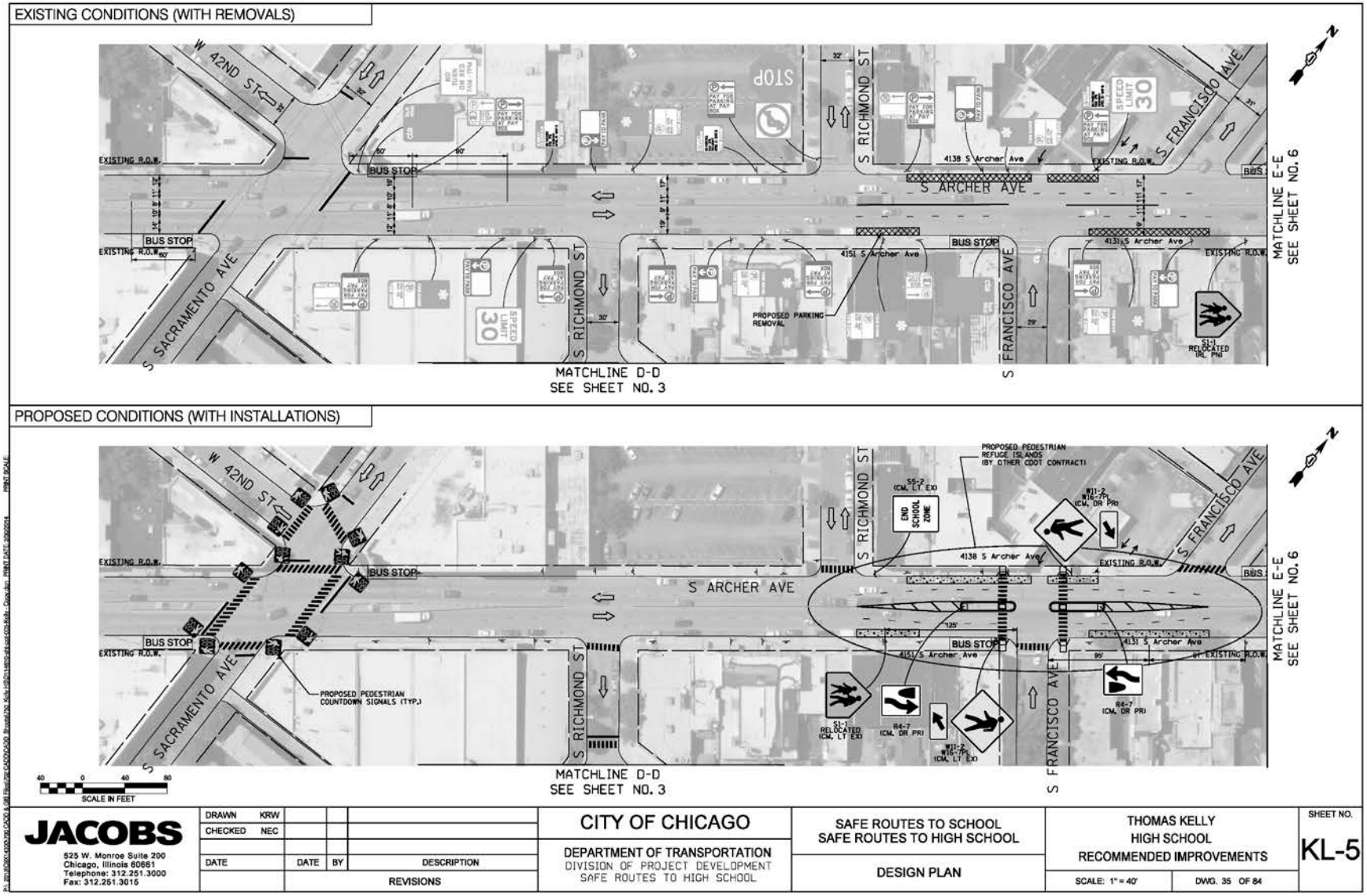
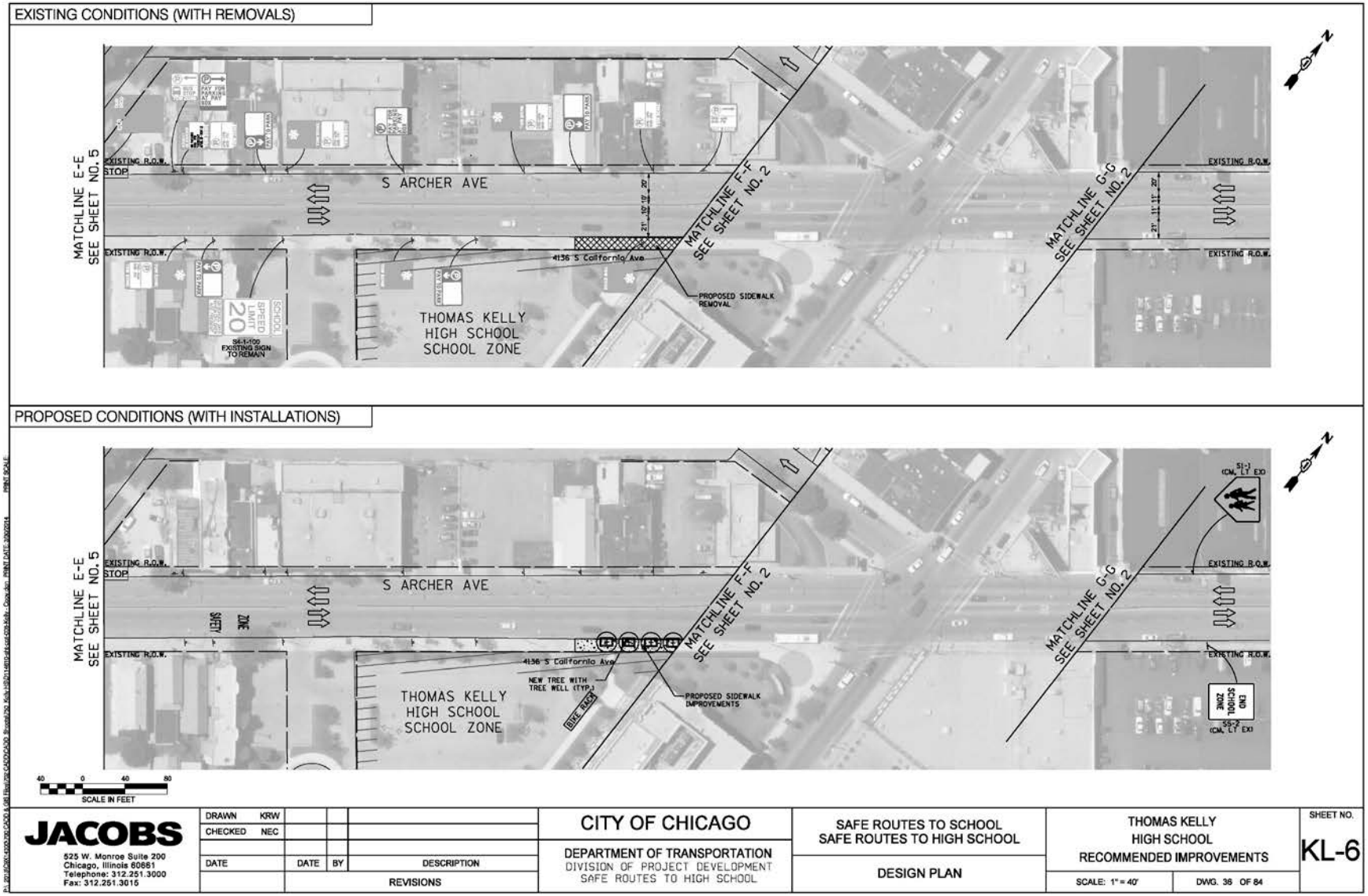
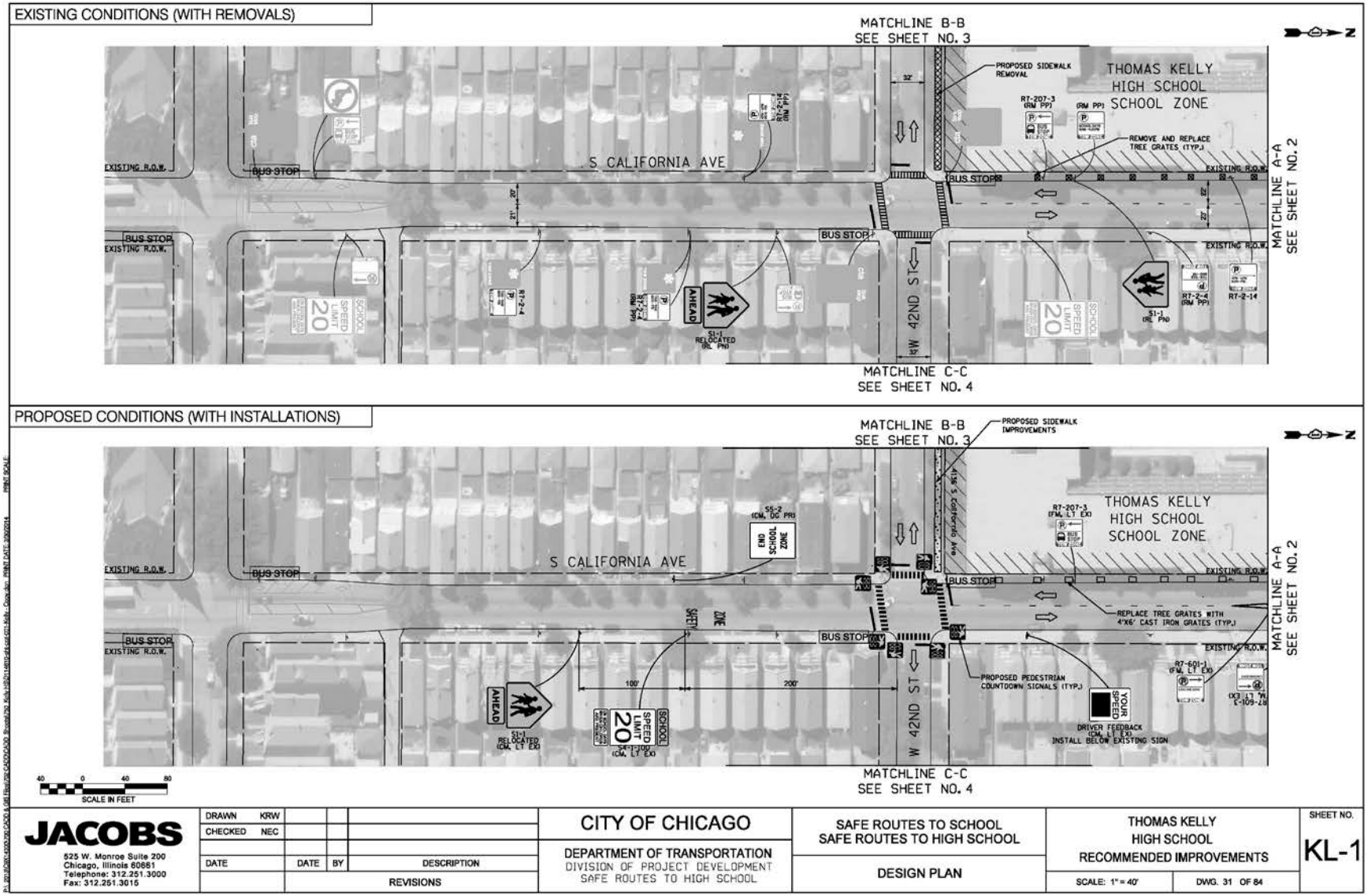
Proposed Plans – Archer Ave.



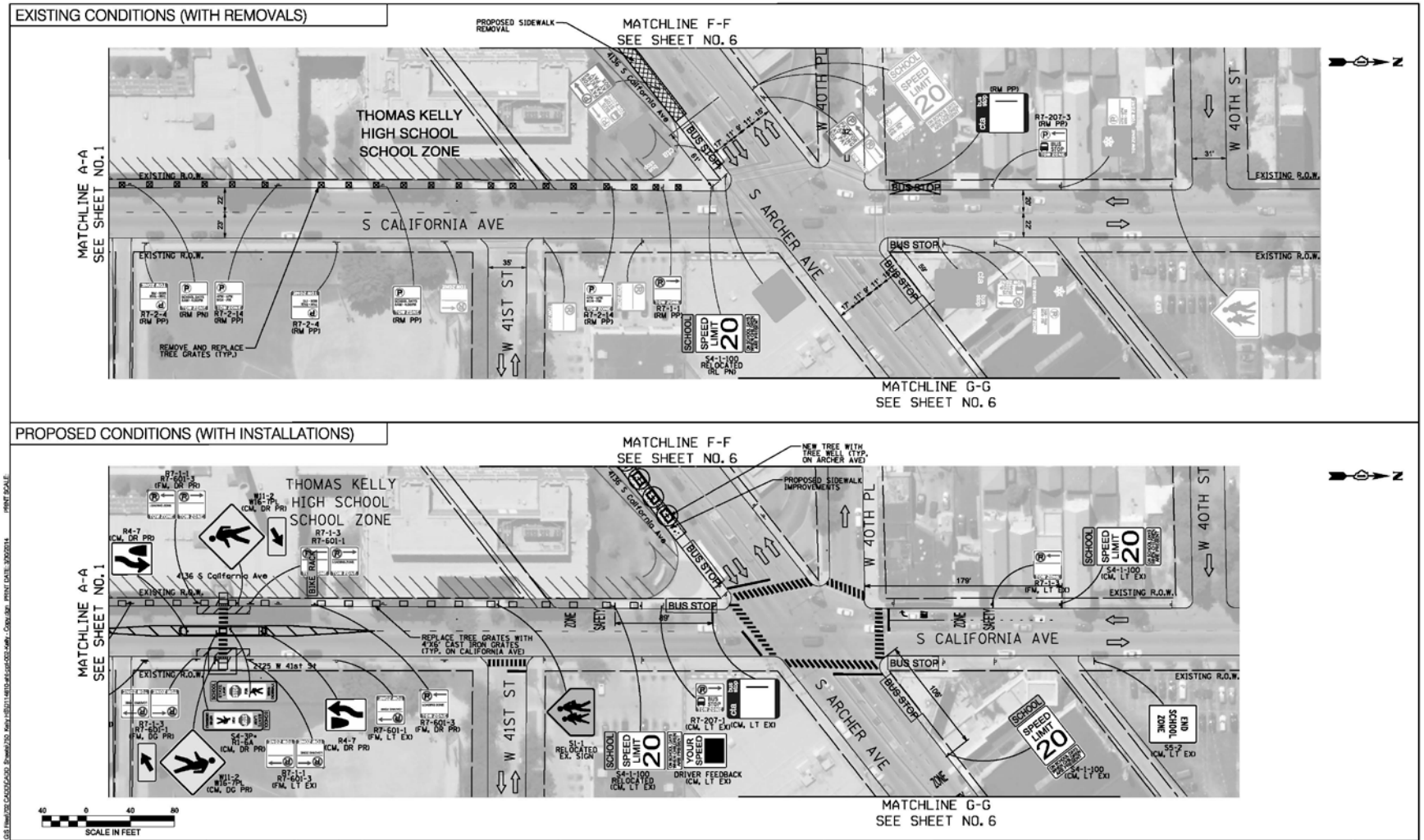
Proposed Plans – Archer Ave.



Proposed Plans – California Ave.

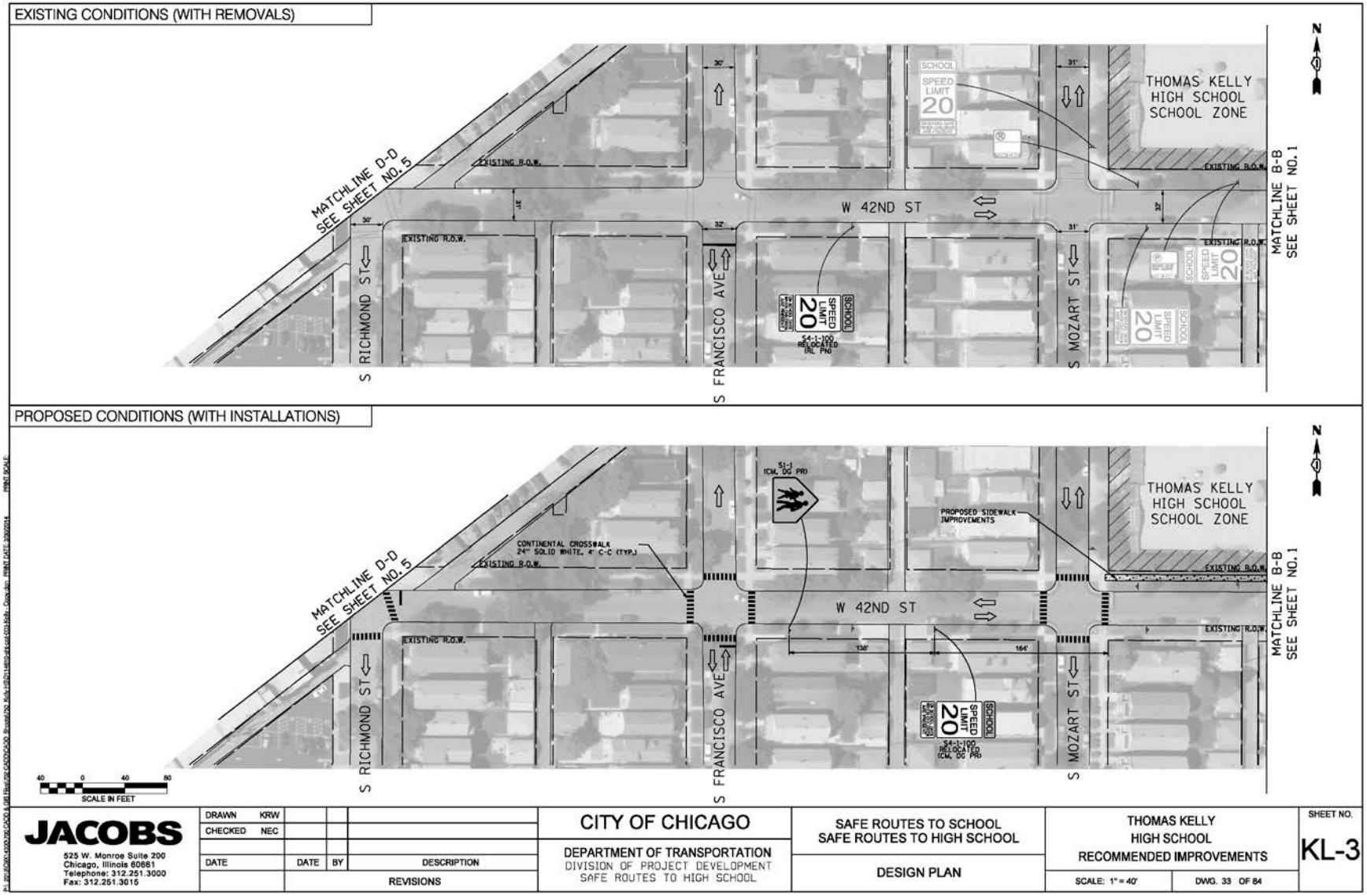


Proposed Plans – California Ave.



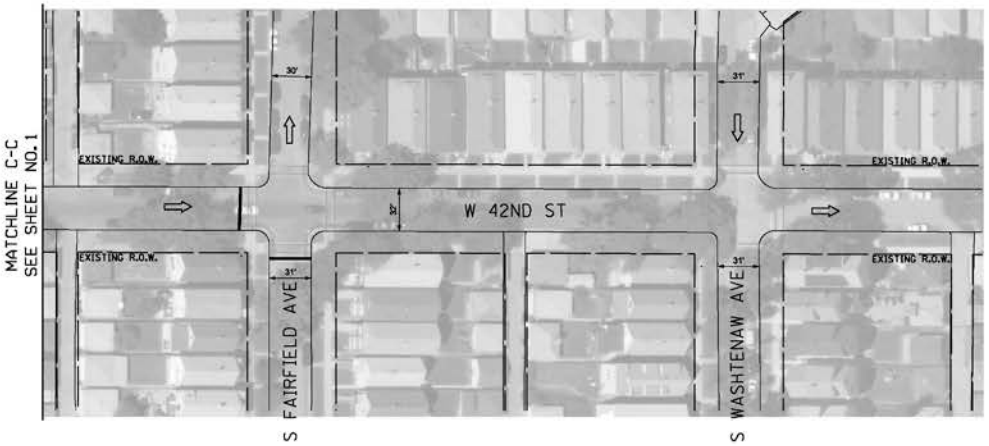
JACOBS 525 W. Monroe Suite 200 Chicago, Illinois 60661 Telephone: 312.251.3000 Fax: 312.251.3015	DRAWN KRW CHECKED NEC			CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION DIVISION OF PROJECT DEVELOPMENT SAFE ROUTES TO HIGH SCHOOL	SAFE ROUTES TO SCHOOL SAFE ROUTES TO HIGH SCHOOL DESIGN PLAN	THOMAS KELLY HIGH SCHOOL RECOMMENDED IMPROVEMENTS SCALE: 1" = 40' DWG. 32 OF 84	SHEET NO. KL-2
	DATE	DATE	BY	DESCRIPTION REVISIONS			

Proposed Plans – W. 42nd St.

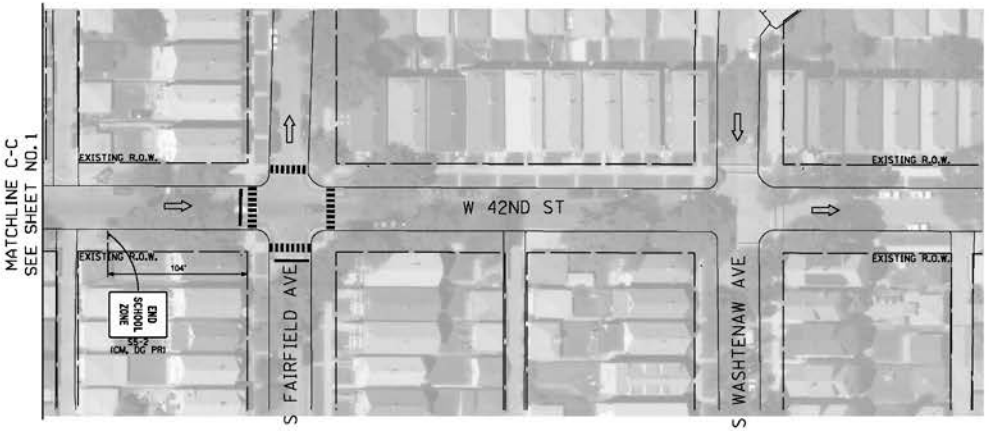


Proposed Plans – W. 42nd St.

EXISTING CONDITIONS (WITH REMOVALS)



PROPOSED CONDITIONS (WITH INSTALLATIONS)



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SCALE IN FEET

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CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF PROJECT DEVELOPMENT
SAFE ROUTES TO HIGH SCHOOL

SAFE ROUTES TO SCHOOL
SAFE ROUTES TO HIGH SCHOOL
DESIGN PLAN

THOMAS KELLY
HIGH SCHOOL
RECOMMENDED IMPROVEMENTS
SCALE: 1" = 40' | DWG. 34 OF 84

SHEET NO.
KL-4

Next Steps

- Community meetings
- Environmental review spring 2014
- Review data and implement changes and/or improvements
- Plan and Specification Preparation Summer 2014
- Construction and enhancements

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Thank You

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